

2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at <http://www.psrc.org/projects/tip/index.htm>.

Puget Sound Regional Council

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to TIPRPEC@psrc.org. Please name the file "(Agency): (Project title)". If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lbarris@psrc.org. All applications must be submitted by **May 1, 2006**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-464-7892 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1	<p>Project title: 120th Avenue NE Roadway Improvements (from NE 128th Street to NE 132nd Street)</p> <p>For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).</p>
2	<p>Destination 2030 ID#: EXEMPT</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org.</p>

3	<p>a. Sponsoring agency: City of Kirkland</p> <p>b. Co-sponsor(s) if applicable:</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor?</p>
4	<p>Project contact person: Gina M. Hortillosa</p> <p>Address: 123 5th Avenue</p> <p>Phone: 425.587.3828</p> <p>Fax: 425.587.3807</p> <p>E-Mail: ghortillosa@ci.kirkland.wa.us</p>
5	<p>Project description. Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p>The 120th Avenue NE Roadway Improvements will widen 120th Avenue NE to a five lane cross section from NE 128th Street to NE 132nd Street (north of Totem Lake Mall). The project will result in two travel lanes in each direction and a two-way left turn lane along with landscaped median islands, curb, gutter, sidewalk and bicycle lanes. Three signalized intersections will be reconstructed. Project length is approximately 1,650 feet. This project will help the City to attain the 2022 level of service standard established in the Comprehensive Plan and alleviate future congestions associated with the expansion of Evergreen Hospital, the Totem Lake Mall redevelopment and the construction of the Totem Lake Transit Center.</p>
6	<p>Project location: 120th Avenue NE (from NE 128th Street to NE 132nd Street)</p> <p>a. County(ies) in which project is located: King County</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): NE 128th Street</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): NE 132nd Street</p>
7	<p>Map: 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below)</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects.

Rural Functional Classifications
"Under 5,000 population"

(Outside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **01** Principal Arterial - Interstate
- ☐ **02** Principal Arterial
- ☐ **06** Minor Arterial
- ☐ **07** Major Collector
- ☐ **08** Minor Collector
- ☐ **09** Local Access
- ☐ **21** Proposed Principal Arterial – Interstate
- ☐ **22** Proposed Principal Arterial
- ☐ **26** Proposed Minor Arterial
- ☐ **27** Proposed Major Collector
- ☐ **28** Proposed Minor Collector
- ☐ **29** Proposed Local Access

Urban Functional Classifications
"Over 5,000 population"

(Inside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **11** Principal Arterial – Interstate
- ☐ **12** Principal Arterial – Expressway
- ☐ **14** Principal Arterial
- ☐ **16** Minor Arterial
- ☒ **17** Collector
- ☐ **19** Local Access
- ☐ **31** Proposed Principal Arterial – Interstate
- ☐ **32** Proposed Principal Arterial – Expressway
- ☐ **34** Proposed Principal Arterial
- ☐ **36** Proposed Minor Arterial
- ☐ **37** Proposed Collector
- ☐ **39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 12/15/05

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- ☐ The project is located outside the designated urban growth area.
(Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- ☒ The project is located within the designated urban growth area.
- ☐ The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <http://www.psrc.org/projects/monitoring/rgc.htm> for more information.)

c. Is the project specifically identified in a local comprehensive plan?

- ☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:
City of Kirkland Comprehensive Plan; Chapter 9; Section ST20-3 (page IX-27)
- ☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- ☒ Designated Urban Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☐ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/index.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org. Information on the 2005 adopted Regional Economic Strategy and the five targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Jeff Raker at 206-464-6179 or jraker@psrc.org.

A. Designated Urban Centers (50 Points)

Instructions: Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment)?

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic

- Will the project provide access to a major destination or significantly improve circulation within the Urban Center?
For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

This project will help promote the strength and vitality of Totem Center (Evergreen Hospital Medical Center, Totem Lake Mall) in a manner consistent with the following City of Kirkland Comprehensive Plan Policies:

- A) TL-9.1: Support the continued vitality of the Evergreen Hospital Medical Center and supporting uses.
- B) TL-10.1: Strengthen the role of the Totem Lake Mall as retail center and community gathering place.
- C) TL-12.2: Provide safe and convenient pedestrian access between commercial and residential development and the transit center.
- D) TL13.2: Increase transportation options throughout Totem Center.
- E) TL 13.3: Calm traffic on 120th Avenue NE.

The 120th Avenue NE Roadway Improvements will provide improved traffic circulation and more convenient access to Evergreen Hospital (the City's largest employer) which is currently under a significant expansion process that will continue through 2009 and to Totem Lake Mall which is projected to redevelop between 2007 and 2009. The City anticipates an increase of employment in the retail, professional and health care industries in the Totem Lake Urban Center as a result of the Mall redevelopment (1,200 to 2,000 new jobs) and current expansion of Evergreen Hospital (1,300 new jobs). Hence, this project will directly benefit businesses in the Information Technology and Life Sciences industry clusters.

The widening of 120th Ave. NE along with the creation of bike lanes will improve current circulation and alleviate future congestion for residents and employees who live and work within the Totem Lake Center and those who commute to and from other locations. The completion of this project will provide more convenient access to the proposed Totem Lake Transit Center which will be located at the corner of 120th Avenue NE and NE 128th Street.

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice² and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12 or 13.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice³ and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

³ see footnote above

14. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

14A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

(select one) - Section 106 Concurrence.

(select one) - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not needed f. Certification Audit by WSDOT RW Analyst.

Not needed g. Relocation Certification, if applicable.

(select one) - Certification Audit by WSDOT of Relocation Process, if applicable.

Already completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

The Design (which includes Environmental Studies) and Right of Way Phases to begin in 2007 upon receipt of 2006 STP grant funding.

15. Financial plan: Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
Design/Engineering	01/01/07	STP	\$761,000
Right of Way Aquisition	01/01/08	STP	\$1,328,000
Construction			\$0
Totals:			\$2,089,000

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design/Engineering	01/01/07	Current Revenue/Reserve/Other Sources	\$508,100
Right of Way Aquisition	01/01/08	Current Revenue/Reserve/Other Sources	\$885,300
Construction	01/01/09	Current Revenue/Reserve/Other Sources	\$1,700,300
			\$
			\$
TOTAL:			\$3,093,700

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
Design/Engineering			\$0
Right of Way Aquisition			\$0
Construction	01/01/09		\$1,000,000
Other			\$0
			\$
TOTAL:			\$1,000,000

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$0	Planning:	-
Preliminary Engineering/Design:	\$1,269,100	Preliminary Engineering/Design:	1/1/08
Right of Way:	\$2,213,300	Right of Way:	1/1/09
Construction:	\$2,700,300	Construction:	1/1/10
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$6,182,700	Estimated date of completion (i.e. open for use)	6/1/10

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

Both, the Design and Right of Way phases of the 120th Avenue NE Roadway Improvements project would be completely funded if the requested funding is obtained.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.

- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The NE 120th Avenue Roadway Improvements include the installation of bike lanes on both sides of 120th Avenue between NE 128th Street and NE 132nd Street (bike lane length on each side of 120th Avenue is approximately 1,650 feet). These bike lanes will provide a direct connection to the Totem Lake Transit Center which will be located at the corner of 120th Avenue NE and NE 128th Street and is scheduled to begin construction in 2008. Thus, the project will facilitate a non-motorized transportation option which is currently non-existent.

Currently, transit ridership in the Evergreen Hospital vicinity is medium to high. However, transit ridership is expected to increase as a result of the soon to be built Totem Lake Transit Center and the completion of the NE 128th Street/I-405 Direct Access Ramps in the summer of 2007. Current transit routes that serve the Evergreen Hospital area are Metro routes 230,236,238 and 935.

The intersection of NE 120th Avenue/128th Street NE currently operates at Level of Service (LOS) B. In 2011, it is forecasted to operate at LOS F without the widening of 120th Ave NE. With the widening, it is forecasted to operate at LOS D. Current average daily traffic (ADT) on 120th Avenue NE is 13,000 vehicles and travel speed is 25MPH.

This project will help the City to attain the 2022 level of service standard established in the Comprehensive Plan.

F. Other Considerations (No Points)

- 17. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

Designated as an Urban Center in the Kirkland Comprehensive Plan and the Countywide Planning Policies, the Totem Lake neighborhood's role is a community and regional center for a diversity of jobs and higher density housing.

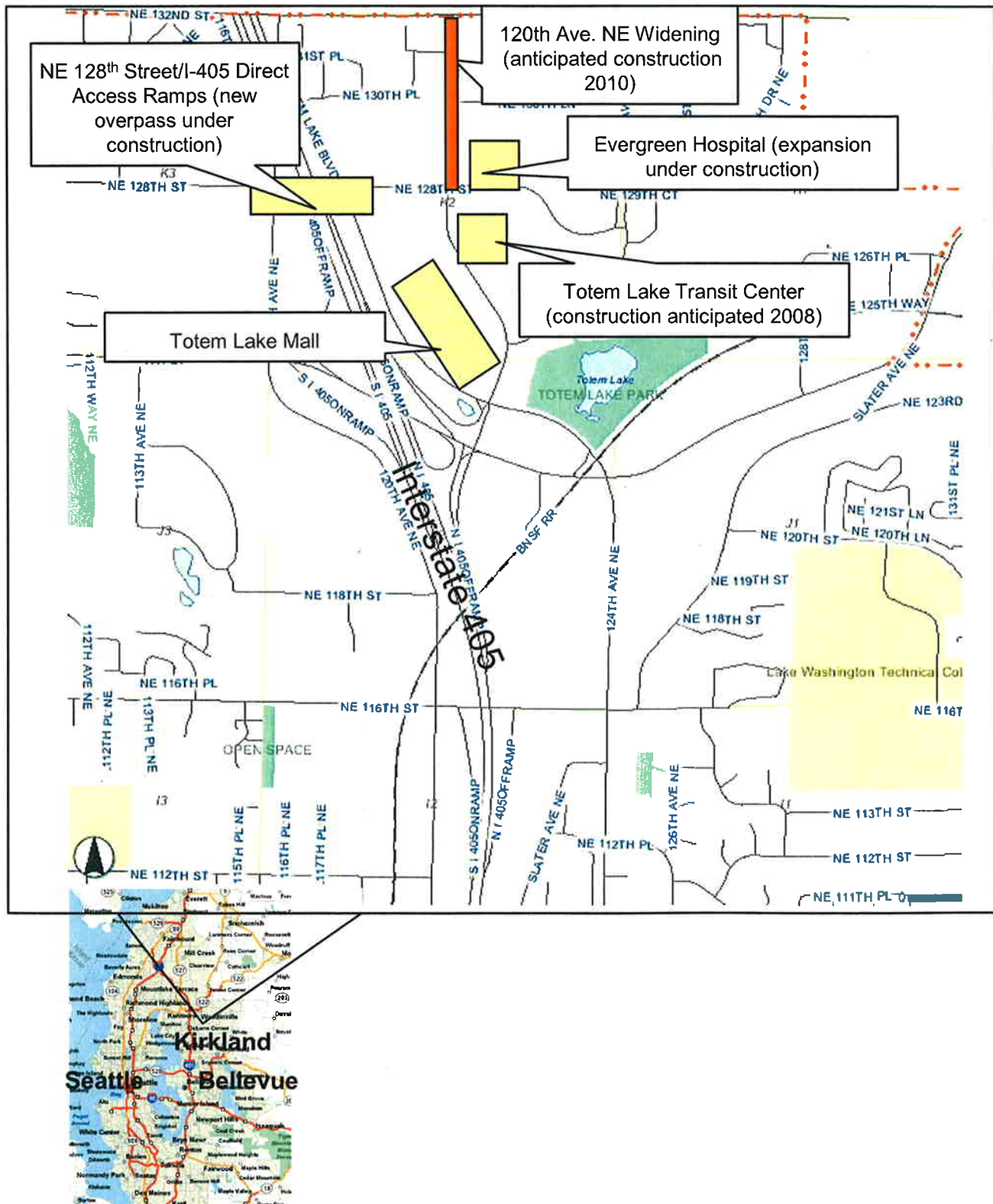
The Kirkland Comprehensive Plan is planning for a majority of the City's growth to be in the Totem Center area which includes the Evergreen Hospital campus, a new Sound Transit transit center, new NE 128th Street overpass and the Totem Lake Mall mixed use project. Within a ½ mile of the Totem Lake transit center just north of the Totem Lake Mall by 2012 will be 2,000 housing units and 11,000 jobs. Planned for the transit oriented development in Totem Center are employment densities of 87-170 jobs/acre and residential densities of 50 units per acre.

The Totem Lake Mall redevelopment will be a catalyst to achieving the future vision for the transit oriented Urban Center. The Mall is expected to increase tax revenues, which will improve the financial stability and general economic vitality of the City. The creation of a public gathering place, new employment opportunities, and construction of housing at the Mall adjacent to public transit and other public and private amenities, will materially assist the City in carrying out the goals and objectives of the Kirkland Comprehensive Plan.

120th Avenue NE

Roadway Improvements

(Vicinity Map)



XV.H. TOTEM LAKE NEIGHBORHOOD

TOTEM CENTER

communicate the availability of goods and services in a lively and sophisticated manner and contribute to the character of the area.

Policy TL-8.2:

Implement design principles for the mixed-use area west of Evergreen Hospital Medical Center.

In addition to the design principles contained in the Municipal Code and the Totem Center concepts described in this chapter, the following principles should apply specifically to the mixed-use area:

- Urban residential development should be varied in building form, incorporate pitched or terraced roof forms, and include features such as bay windows, offsets, projecting decks and upper level step-backs. Rooflines should be varied.
- Additional density should be allowed in buildings that include a significant amount of floor area in residential use.
- The architectural mass of new development adjacent to NE 132nd Street should be centered toward the middle of these sites and provide a residentially scaled façade adjoining the low-density residences to the north.

Policy TL-8.3:

Emphasize vitality and activity during evenings and weekends.

Redevelopment should emphasize compatible retail, residential, and service uses that attract activity and bring vitality during evenings and weekends. In addition, redevelopment in Totem Center should provide exterior and interior public spaces appropriate for festivals, fairs, public gatherings, open-air events, seasonal events, exhibitions, and other activities throughout the year.

Goal TL-9: Support and strengthen the role of Evergreen Hospital Medical Center as an important part of the Kirkland community (district TL 3).

As the City's largest employer, the Evergreen Hospital Medical Center provides significant economic value to the community. The hospital campus also helps to provide a focus for the core of the Totem Center district, with its larger buildings and substantial areas of open space. As the hospital continues to grow within Totem Center, these attributes should be maintained and strengthened.

Policy TL-9.1:

Support the continued vitality of the Evergreen Hospital Medical Center and supporting uses.

Through its health care services, community programs, and employment/economic role, the Evergreen Hospital Medical Center significantly benefits the quality of life in the City and region. Public policy direction should nurture and support the continued health and vitality of the Medical Center. Public measures include:

- a streamlined regulatory process;
- provision of ancillary development capacity for supporting uses;
- development standards to ensure high quality development.

The regulatory process and designation to ensure sufficient development capacity are addressed within the Economic Development section of this element.

Policy TL-9.2:

Implement design principles for the Evergreen Hospital Medical Center.

Future development on the Evergreen Hospital Medical Center campus should be consistent with a master plan, reviewed by the City, which includes all known future development plans for the facility. Design principles contained in the Municipal Code

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and the Totem Center principles described above should apply to future development of this site. Additionally, the following principles should apply specifically to Evergreen Hospital and Medical Center:

- Building heights in excess of those allowed under the current Master Plan should be considered. Prior to approval of increased building heights, an analysis of shadowing and transition to surrounding residential areas must demonstrate that the impacts of greater heights on the surrounding residential area can be effectively mitigated. Taller buildings should be located toward the center of the site, away from residential uses.
- The value of public access to usable green spaces on the hospital campus should be considered when evaluating the need for taller buildings on the site.
- Campus edges should remain compatible with neighboring uses. Extensive landscaping or building elements at the edges that are of a similar scale as neighboring uses should be used.
- Pedestrian access within and through the Hospital campus should continue to be improved. The Hospital should coordinate with the Totem Lake Mall to provide a pedestrian connection that allows access between the Hospital, Transit Center and retail area in a safe and attractive environment. This feature may be an open space amenity or incorporated into buildings located near the slope.

Goal TL-10: Expand and strengthen the retail focus at the Totem Lake Mall (district TL 2).

The Totem Lake Mall has the potential to be a vibrant, intensive retail center for the Kirkland community and surrounding region. As redevelopment of the mall property occurs, there is an opportunity to provide residents and visitors with an exciting place to shop, congregate and relax. Careful redevelopment of the mall property will be

critical to its success as a retail center and community gathering place.

Policy TL-10.1:

Strengthen the role of Totem Lake Mall as a retail center and community gathering place.

Currently, Totem Lake Mall is successful in many ways. It provides retail services and employment opportunities, is a significant contributor of retail sales tax income to the City and serves as the site for some community activities. The policies in this element are intended to support efforts by the Totem Lake Mall to increase its role in all of these areas and realize its potential as a vibrant retail and community focal point. Policies within the Economic Development section address public actions, such as a regulatory flexibility and increased development potential, to encourage future growth and strength at the Totem Lake Mall.

Policy TL-10.2:

Emphasize high quality urban and architectural design in redevelopment of the Totem Lake Mall.

The redevelopment of the Totem Lake Mall should occur within the context of an overall site development plan for the upper and lower mall. Should phased development be preferred to address market demand at the site, a more traditional master plan approach may be appropriate to ensure the integrity of design over time. Key principles for development of the mall are noted below.

In addition to the design principles contained in the Municipal Code and the Totem Center concepts described elsewhere in this chapter, the following principles should apply specifically to the Totem Lake Mall:

- Coordinate with the Evergreen Hospital to provide a pedestrian connection that allows access between the Hospital, Transit Center, and retail area in a safe and attractive environment. This feature may be an open space amenity or incorporated into buildings located near the slope.

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should be located as close to the employment and residential areas as possible.

The preferred location for the transit center is in close vicinity of the intersection of 120th Avenue NE and NE 128th Street. This location would provide the greatest access for employees at Evergreen Hospital as well as future residential and employment populations in the mixed-use area. Careful attention to design of the transit center will be important, to ensure that it is integrated with existing uses, and provides necessary amenities to encourage transit ridership. If possible, depending on the location selected for the transit center, the center should participate in a pedestrian connection between the Totem Lake Mall and Evergreen Hospital Medical Center.

Policy TL-12.2:

Provide safe and convenient pedestrian access between commercial and residential development and the transit center.

Two key factors that influence how far people will walk to a transit station are whether (1) the walkway system is direct and complete and (2) the walk environment is enjoyable and safe. Once the transit station location is finalized, the walk routes to the station should be identified and improved to encourage pedestrian access.

Goal TL-13: Establish a transportation network that emphasizes pedestrian and transit use and is consistent with the regional transit plan.

Policy TL-13.1:

Support the list of sidewalks, bikeways and trails for established for Totem Center in the Non-Motorized Transportation Plan.

Sidewalks, bikeways and trails provide important transportation benefits. Safe and attractive pedestrian routes allow residents and workers to reach retail and service businesses without using their car. Bikeways allow safe bicycle commuting and short convenience trips. In addition, these facilities

contribute to the overall visual character of the area. The city should continually identify sidewalk, bikeway and trails needs and solutions.

Policy TL-13.2:

Increase transportation options throughout Totem Center.

Totem Center has limited options for local vehicular circulation. Development of a complete network of local access streets would allow for choices in through movement and local access, encourage walking, the use of transit and contribute to the character and identity of Totem Center. Potential new street connections include mid block connections along 120th Avenue NE and between NE 128th Street and NE 130th Street, as shown in Figure TL-4.

The proposed NE 128th Street overpass would also provide important east/west connection across I-405. This design of this connection will be important, particularly where the roadway meets existing residential uses west of NE 116th Street, and established assisted living and commercial uses east of Totem Lake Boulevard. Design techniques should be incorporated to minimize impacts on these adjacent uses.

Policy TL-13.3:

Calm traffic on 120th Avenue NE.

120th Avenue NE runs between the upper and lower Totem Lake Mall, provides access to Evergreen Hospital and is the more heavily used of the two major north/south arterials through Totem Center. Traffic calming measures on 120th Avenue NE would improve pedestrian comfort and safety, increase the potential for a stronger connection between the upper and lower mall, and improve visual quality in the heart of Totem Center. Traffic calming measures could include a traffic roundabout, narrowing of the street, addition of on-street parking, or other measures. Specific traffic calming measures should be developed in collaboration with emergency service providers to ensure adequate emergency access to Evergreen Hospital and other uses in the area.